THE SEASON AT SARATOGA.

RELIGIOUS, SCIENTIFIC, SOCIAL AND PERSONAL, SARATOGA SPRINGS, N. Y., Aug. 28.-Among these was took part in the Ministerial Conference here yesterday were the Rev. Dr. Herrick Johnson, of Chicago; the Rev. Dr. John D. Wells, of Brooklyn; the Rev. Dr. ibs Rev. Dr. John D. Weils, of Brooklyn; the Rev. Dr. John McG. Holmes, of Albany; the Rev. Dr. Moses D. Hoge, of Riemmond, Va.; the Rev. Dr. S. T. Spear, of New-York; the Rev. W. R. Terrett and the Rev. Dr. Peter Stryker, of Saratoga; and the Rev. H. R. Traver, of New

Orleans. Charles E Pratt's orchestra has been reengaged by-Harris & Losekam, of the Clarendon Hotel, for next sea H. J. Widmer, the director of this orchestra, was terday engaged by Augustin Daiy, of New-York, to resterday entrangement of the strain of the October 1.

The American Social Science Association's general meeting for 1883 will convene in the Putnam Operause on Monday evening next, and continue in ses-House on Monday evening next, and continue in ses-don until Friday afternoon. A meeting of the National Prison Association will be held here at the same time. Among those who are announced to read and submit papers on important an interesting subjects are Prosor Francis Wayland, of Yale College, the president of the association; the Rev. T. Harwood Pattison, of Rochester; Donald G. Mitchell, of New-Haven, Conn.; John M. Gregory, of New-York; W. T. Hurris, John M. Gregory, of New York; W. T. Harris, of Concord, Mass; Professor Herbert B. Adams, of Balti-more; W. Cave Thomas, of London; J. N. Larned, of Buffalo; Dr. D. A. Sargent, of Cambridge, Mass.; Dr. E. M. Hunt, of Trenton, N. J.; George E. Waring, of Newport; Dr. T. of Henton, A. . . ,
D. Crothers, of Hartford; Dr. Lucy M. Hall, of Sher-bore, Mass; Dr. Walter Channing, of Boston; Professor Johnson T. Platt, of Yale College; E. M. Gallaudet, of Washington; H. C. Robinson, of Hartford; M. F. Tyler, of New-Haven, Conn.; Professor Charles A. Garliner, of Hamilton; Mrs. Sarah K. Bolton, of Cleveland; Charles L. Brace, of New-York. The headquarters of the association will be at the United States Hotel.

A hop was given at Congress Hall this evening in honor of the Beta Thets Pl Society, which convened here in

annual session to-day.

The Beethoven Mannerchor, of New-York, numbering about 150 voices, will meet in the Congress concert-room

about 100 voices, win meet in the Congress concert-room on Monday and in the evening will be banqueted.

The ninth display of fireworks in Congress Spring Park this season will occur on Thursday evening. Carlotta willmake another balloon ascension on Friday afternoon. A chidren's carnival is the Friday evening social incident for the Congress. The little people meet this torenoon for rehearsal.

SOCIAL LIFE AT NEWPORT. BALLS AND DINNER PARTIES-YACHTING NEWS-

LATE ARRIVALS. Newport, Aug. 28 .- The weather has been

sool for the last few days.

Miss C. L. Wol e, of New-York, will take possession of Der villa on Ochre Point this week.

Mrs. Henry Turnball, of New-York, has taken the

Mrs. Henry Furnbull, of New-York, has taken the Howard cottage in Kay-st. for one year.

Good progress is being made upon the new summer residence which is being built in Bellevue-ave. and on the cliffs for Dr. C. M. Bell, of New-York. Doctor Bell is

occupying the Morgan villa in Narragansett-ave. Mr. and Mrs. theodore A. Havemeyer, of New-York, save a ball at their villa in Bellevue-ave, to about one hundred young needs this country. ndred young people this evening. It was a fine affair. The verandas and grounds were illuminated, and the house was decorated with plants and flowers.

Dinner parties were given this evening by Isaac Bell, jr., Edgerton L. Winthrop and F. B. Thurber. Mrs. M. O. Roberts gave a luncheon party this after

Mrs. J. Frederick Pierson, of New-York, gave a garden party this afternoon. Between two and three hun-

dred guests were present. George Penbody Wetmore, of New-York, gave a dinner paris this evening.

Mrs. John Jacob Astor will give a dinner party on

Thursday. The United States steamer Despatch arrived here this

afternoon from Bristol.

The schooner-yachts Tidal Wave, Columbia and Osprey and the steam-yacht Radha left here bound west this

Kate Claxton's "Two Orphans" will not be greeted with a paying audience at the Casino Theatre to-morrow ninent Englishmen are in town.

The Earl and Countess of Onslow have completed their Newport visit.

Dr. Samuel Sexton, of New-York, 's the guest of C.

Francis Bates, also of New-York.

Judge Parker and family, of Albany, are the guests of Mrs. J. V. L. Pruyn. Mrs. J. Marion Sims and family are at the Ocean

House. The Rev. Dr. Payne, president of the Ohio Wesleyan The Rev. Dr. Payne, president of the Onio westeyan University, is in town.

The Rev. and Mrs. A. Z. Gray and S. R. McDowell, of Racine College, and J. Laselle and family, of Whitins-Ville, Mass, have arrived at the ocean House.

Among the arrivals to-day were; R. H. Floyd Jones, of Louisland; George B. Edwards, of Poughkeepsie; C. W. Tasker, of Toronto; William Haut, W. E. Remey, R. A. Hall, Mrs. L. A. White, A. Van Dusen and family, M. O. Oaurex and wire, Dr. E. Howard, F. W. Livermore, and Mis. D. B. Pratt, of New York; H. Hall and family, of Boffalo; F. E. Woham and wife, and James Macof Buffalo; F. E. Wedham and wife, and James Mac-Naghton, of Albany; Mrs. O. B. Smith, and F. E. Cole and wife, of Troy; W. Donniell and S. W. Donnell, of London; and E. H. McCullough and family, Mrs. Nathan Trotter and family, Mrs. Charles Smith, and Dr. and Mrs. E. J. Lee and family, of Philadelphia.

MGR. CAPEL ON "LIFE IN THE CLOISTER."

NO HAPPIER LIFE THAN THAT OF A NUN-THE CON

STITUTION UNDER WHICH SHE LIVES. Monsignor Capel lectured at the Academy of Music, Brooklyn, before a large audience last night, for the benefit of St. Mary's Hospital, on the subject "Life in the Closter." On the stage were many Catholic clergymen of Brooklyn and of this city. The lectures Was introduced by Vicar-General Keegan.

"I think I can take you into a region to-night," said Monsignor Capel, " which I may venture to say is almost unknown to you. 'Life in the Closter' has been an bounced as my subject. Few people understand what meant by this. The information gained from novels singuarly contradictory to that which I learn from The describers say of the nuns: ' Poo things, to be shut up so by the priest.' They are said to pass a life of discontent. Such is one description. Then there are the sentimental ladies, who say 'How much more useful they would be if they could occupy uselves as we do. We cannot understand why they should shut themselves up so.' Then there is the knowing gentleman, who speaks of them as 'female Jesuits, who are ready instruments of the priest.' All this i ridiculustaly contradictory to what I know about nuns.
I have a sister who has been a nun for one-and-twenty
years. Circumstances have made me for many years contesser to nuns. I have preached to and aided them. I wish have an extension of the second and the second and

the family hie strongest where there is the greatest subfection to authority.

Are people allowed rashly to enter a state of this
kindi No. It is a matter of careful prayer with the
poset. There is no anxiety on the part of the muss to
surry one on. For three months the applicant is received as a postulant; then the Mother Superior and the
Bishop musi examine her and then she may become a
novice for an experience of two years, and after that
the may be allowed to take her three vo ss. There are
many married ladies and gentiemen present. How many of
loa after two years of marriage would be prepared to
say; 'I am willing to be married, the rest of my life'y
lianghier. I make no mainmatish.

Does the nut ever repent! Married women, do von
ever repent of your marriage! There may be those who
hay have some miscivings about it afterward. With
the standard women is not be chosen for her bightness,
her happiness, everything which bespeaks that joy which
is akin to that which God has in store for us.

We hear much about women's rights. For these
there is no more perfect place than the cloister. The
hums evert their own president—the Mother Superior.
They govern themselves. The Bishop sees that their
constitution and laws are carried out and these the
other Superior is bound to respect. The protection of

of govern themselves. The Bishop sees that their obstantiation and laws are carried out and these the other Superior is bound to respect. The protection of sliberty at the subject is thus assured. The nun is a helactress of society. She goes forth with a warm art and a tender love of womanhood. Who administs to the wounded and dying on the field of buttlef. It he sister of Charity."

## JUMPING FROM A TRAIN.

While the 5 o'clock train on the Sea Beach was passing Weir's Hill, Long Yesterday afternoon a tail lad, en years old, sprang from his seat to the and was rolled over and over. The stopped, and the boy was picked ken to the depot at Bay Ridge. Ho severe wound on the head and was unconwas conveyed in this condition to Pier No. 6 t, and from thence he was taken to Chambers pital. He wore a dark diagonal suit.

Continued From First Page.

people on the boat when it left Harrison-st. The boat was going along at a fair rate of speed when we heard a rumbling noise below and saw steam escaping from the grating in the deck over the escaping from the grating in the deck over the boder. Some one asked Naat the matter was and a deck-hand said: 'Oh, nothing. The engineer is blowing off steam.' Then the steam began to come faster with a loud whisting noise. I ran to the side of the boat. Just then there was a dull, heavy sound. Clouds of steam rose high in the air. The vessel shook and I saw the pilot house go into the air. Fragments of wood flew up high above the vessel. The bow began to sink and I jumped overboard. I heard persons shricking for help near me and supposed that others were in the water also. I raised my arm and shouted while I was swimming, and two men in a row-boat pulled me out of the water. My b-hef is that a dozen or more people were drowned, for it seemed a long time while I was swimming before I was rescued. More than a dozen of persons were in the bow of the boat and that part of the deck went down quickly after the explosion."

the bow of the boat and that part of the deck went down quickly after the explosion."

John B. Varis, an old seafaring man, who lives at Palisade, Rockland County, and who was on the Riverdale, was seen last evening at the Sixteenth Precinct Station. He said that immediately after the explosion he seized a gang-plank, and as the vessel began to sink threw it into the water, but it was instantly clutched by two men who had thrown themselves from the rapidly sinking steamer. Seeing that there was more safety in steamer. Seeing that there was more safety in elinging to the Riverdale he did so, and was rescued by one of the boats, which in a few moments atter the disaster covered the water in scores for rods about the sunken vessel.

EYE-WITNESSES OF THE EXPLOSION.

Edward Russ, a lawyer of No. 194 Broadway, who lives in Hoboken, was on a Christopher-st., ferry-boat in the middle of the river when the explosion occurred. He said to a TRIBUNE reporter 'I was looking at the Riverdale when the boiler blew up. There did not appear to be many people on the boat at the time and we were near enough to the boat to see she outlines of persons distinctly. I saw no bodies in the air. What I not ced was fragments of wood or iron hurled to a considerable height, and clouds of smoke or steam from the middle of the steamboat. A moment after I saw the explosion I heard a dull report. There was only one such sound. When the steam cleared a little observed that the forward part af the steamboa was sinking. I noted the time and it was 3:30 p. m. Flames daried out at the sides of the sinking vessel, but the stern appeared to remain well out of water. For five minutes or more the boat kept floating, going in that time from Twelfth-st. to about Fifteenth-st., so far as I could judge. Then the bow sank out of sight and the boat rolled over on its side. There was a tugboat near the vessel when the explosion oc curred and the tugboat was alongside of the River-dale for two or three minutes before the steamboat sank." GOING TO THE RESCUE,

Captain Robert R. Farrell, of the fire-boat Zophar Mills, was stationed at pier No. 42, North River, when the explosion took place and immediately hastened to the scene of disaster. He said: "W heard only a duil, booming sound, a large tongue of flame shot from the side of the doomed vessel and the pilot hoase and part of the deck were hurled several yards into the air. Only a few moments etapsed before the Zopaar Milis reached the River date, but as we approached, she lurched forward, burying her bows deeply in the water, and before we could reach her had keeled over, exposing her port side, upon which were clinging several of the surviving passengers and crow. The huge rent torn in her side by the explosion must have taken in tons of water in the few moments onsumed in reaching the wreck, and we instant! lowered two life-boats and succeeded in rescuing m old man who had became jammed between the railing and some partially detached barrels. He was ompletely exhausted and never spoke, though we made every effort to revive him. Probably he re ceived injuries from the floating barrels, and he died a few moments after we lifted him from the wreck. Thomas Farrell was up at about the same by the other life-boat and had escaped with no injuries beyond some trifling bruises. He was able to walk when we landed, and went to his home in Brooklyn. Thomas Joseph Saul was also rescued by one of our boats; he was greatly exhausted, besides suffering terribly from severe scalds about the face and limbs. He was nearly unconscious when the ambulance arrived. As nearly as I can tell u was 3:40 p. m. when we left the pier for the seen of the disaster, and in five minutes twenty or thirty steam-tugs and innumerable small boats were thronging about the sunken vessel, and rapidly picking up the survivors of the passengers and

Michael Leary was working on the wharf just below Little West Twelfth st. as the Riverdale came up the river. When she was just below the pier he saw a cloud of steam burst out, and leaning on his spade he waited to see what would follow The steam increased in volume and at the same time the walking-beam of the engine began to stop. A moment later, as the boat was about opposite where he stood, the explosion occurred, and Leary says that he saw the smokestack and pite house and a dozen people tossed up into the air and fall back again into the steam and into the river. He ran up to the West Thirteenth-st. slip, where the derrick boat Independence was lying, loading a boat with stone. He shouted to the derrick men, but they had already seen the accident and were hurrying under the direction of Captain Gotham to give help. Captain Gotham had seen the whole occurrence from the deck of the derrick boat. He first saw the Riverdale when it was opposite Bogart-st. At that time he saw there was something wrong with it. The expansion joint suddenly steam. His conclusion was that one of the boilers had given out. He reasoned that if a small hole had opened in one of the boilers the steam would rush out as he saw it doing and drive every one out of the engine-house. Captain Gotham immediately started to give help. All the time the Riverdale was sinking bow foremost, and Captain Gotham saw a man cut off at the bow cimbing the flagstaff. As the water rose about the flagstaff he cimbed higher. Presently the flagstaff disappeared and the man was left strugging in the water; a moment afterward a row boat put out and rescued him.

THE VIEW FROM THE SHORE. Joseph Winter, the superintendent of the Electric Candle Company, at Fourteenth-st. and Thirteenthave., was looking from the window in the third story of the building at the time of the explosion. "I noticed the Riverdale out in the stream," he said to the reporter, "and I was about turning away when a boy at an-other window called my attention

to the movement of the people on her. Almost the same instant there was a cloud shot up from her, and I could see the pilot house go up in the air. I could not say weether any people were brown up with it. It only lasted a second, and I didn't even know it was an explosion until I saw the people on board all rush to one side. Then the turn on the river began to sail in around the Riverdale and pretty soon—I should think in about five minutes—see gave a dive and seemed to pitch down bow first, but the seem kept above the water. I could see the people getting off from her into one of the and I could see the pilot house go up in the air. see the people getting off from her into one of the tugs, and some of them I could see had jumped into the water."

One of the workmen in Delamater's Iron Works,

One of the workmen in Delamater's Iron Works, who was standing at the junction of Twelfth and West-sis, at the time of the disaster, said: "I happened to be watching the kiverdale as she came up in the middle of the siream, and saw a jet of steam shooting out somewhere amidships. At the same time saw began to whistle. But the sound had scarcely began when it was drowned in a kind of roaring noise, and at the same time the jet of steam was swallowed up in a column which seemed to come out all over the middle of the boat. Then the top of the boat appeared to be lifted into the air. It did not seem to be thrown up, but to go quite slowly at first and then it all broke up into spiniters and through the chinds of steam I saw at least three people in the air. Then the boat swung over so that I saw the full face of her decks, and I should have judged there were nearly 100 people on them. They were all ronning about at first, but then I saw them going back toward the stern and the bows slowly disatps ared under water."

INCIDENTS OF THE DISASTER. on the edge of the crowd at the foot of West Sixteenth-st. looking at the wreckage of the Riverdale yesterday afternoon. The hack was driven by Thomas Kelly, who has a stable at No. 357 West

get on to his feet and was led home by a friend in considerable pain.

Two young ladies rushed out of the Grand Central Depot last night at 8 o'clock and hurriedly entered a Fourth-ave, car. They were the Misses Whaley, of Twerty-third-st., who are living near Sing Sing To a TRIBUNE reporter one of this summer. "Did the steamboat disaster them said: occur above or below Twenty-second-st. ?" When told where it occurred she said thankfully; "Then mother is safe. She was expected on the boat, and when the news of the disaster reached Sing Sing it gave no particulars further than that sixty lives were lost, and we came down to learn the truth of the matter. Some of our family have travelled on the Riverdale nearly every day this summer, and we preferred her to the companion boat. There was great excitement at Sing Sing when I left there at 7 o'clock."

At Bellevue Hospital early last evening there was a rumor that the dead body of one of the victims of the explosion had been directly removed to Bethunest. Investigation by a Tribune reporter resulted in the discovery that the only basis for the rumor was the discovery that the only basis for the rumor was
the fact that a Mrs. Hernan, living at Greenwich
and Bethune sts., had announced in the morning
her intention to go to Tarrytown yesterday afternoon on the Riverdale. When her son, Joseph
Hernan, who is a watchman forKerns & Co., at the foot of Bethune-st.,
heard of the accident, he supposed his mother was
on beard and at once instituted inquiries in every
direction. On telegraphing to Tarrytown he was
delighted to find his mother had reached her destination in safety, having gone up river on the
Chrystepah instead of station on the Kry hale, as deligated to make the state of the control of the Chrystenab, instead of starting on the Riverdale, as she had originally intended.

TWO STEAM YACHIS TO THE RESCUE. Captain Gotham, from his position on the derrickboat Independence, saw the explosion and the means that were taken to rescue the passengers. The freight boat Marshall, which belongs to the gasworks in West Sixteenth-st., was the first to go to the rescue. Immediately afterward Jay Gould's steam yacht Atalanta was seen steering for the steamboat. The Atalanta had been lying at Twenty-third-st, and had just got up steam for a trip up the river. The Atalanta was followed by E. S. Jaffray's yacht Stranger, which was lying at the same slip. The Atalanta and Stranger ran alongside the Riverdale and took off such of the passengers as had been unable to get on the Marshall. After landing the rescued the Atalanta and Stranger proceeded on their way up the river. A tug that had put out from the Jersey shore steamed up and down and picked up two men who were floating in the water. Among those picked out of the water was the fire nan, who was floating on a plank. There were only

neer's story was that he was driven out of the engine room by a sudden escape of steam, and immediately afterward was hursed to the deck by the explosion He was carrying thirty-two pounds of steam at the time, the maximum amount of the engine being thirty-live pounds. The captain was standing on the forward deck ready to superintend the landing at Twenty-second-st. He felt the explosion behind him and turning saw the column of steam and timber rise in the air. The captain stated that only four persons lost there ives. The boat lies in forty-five leet of water on her starboard size. Captain Gotham will attempt to se her this morning by passing chains beneath gallows frame and grappling the walking beam. He thinks that the independence will be able to accomplish this alone and raise the wreck suffi-ciently to tow it to shallower water.

one engineer and one fireman on board.

## THE KILLED AND INJURED.

While search was being made for bodies of the victims, soon after the disaster happened, exagger-ated rumors concerning the loss of life were set affoat. It was believed for a time that many persons had been killed outright by the explosion, but the testimony of several witnesses indicated that all except a few of the passengers were rescued uninjured. The belief prevailed at length that less than a dozen persons had been killed and injured. At a late hour only four persons were known to be dead, while the mjuries of another were expected to prove fatal. As most of the passengers and the members of the crew lived in places distant several miles from the city, the number of the missing was not known. Following is a list of

the killed:
GREGO, THOMA\*, was taken from the water dead and the
body was removed to the Morgue. Later in the evening the body was identified by his son, a young man
twenty-five years of age. Mr. Gregg was eighty-two
years old and fived at No. 606 Water-st, with his son
and try, dangers. years old and fred at No. 696 Water-st, with his son and two datasets. He was engaged until within the has two or three years in the wooden willowware business. Yester lay he started in company with his irrend, Captain John Voris, to the home of the latter at the Palisades, opposite Dobb's Fer-ry. Captain Voris escaped uniquired. It was stated at the Borgue last origin that Mr. Gregg's death was caused by drowning. caused by drowning.

caused by drowning.

AUL, THOMAS JOSEPH, of No. 292 Sumpter-st., Brook

AUL, THOMAS JOSEPH, of No. 292 Sumpter-st., Brook

AUL, THOMAS JOSEPB, of No. 292 Sumpter-st., Brook 1910, a prescriper, was terroby scaleded. He was taken to Believen Hospital, and on his arrival there asked for a glass of water. He also gave his name and address, but had no recollection as to how or where he was injured, and he soon became totally meconscious. It was said at the nospital had night too his place of business in New-York was at No. 100 Beckman-st., and that he was a pump-filter by frade, lie was about forty years of age. A message was promptly sent to his Brooklyn address, but up to 10 p. m. none of als friends had visited him. At 11 o'clock the injured man died.

Soon, Charles, seventy-two years old, a retired merchant of incrytown, was sented on the upper deck of

man died.

SSON, CHARLES, Seventy-two years old, a retired merchant of larrytown, was sented on the upper deck of the steamboat near the smoke-stack with his wife when the explosion occurred. His body was not found afterwards, out there was little count that he was killed. He and his wife came to this city on a short visit has week and they were intending to return home with their sometical wand grandson.

SSON, MIS, JCLIA, the wife of Charles Sisson, was extiveign fears old. Her body was found in the water after the explosion, and was removed in a small boat to the foot of West Fifteenth-st, where it was identified by her grants in, W. P. Chaplin. After remaining exposed to the view of many persons on the sock for zoout an hour toe body was taken to Merritt's undertaking shop in Eighth-are, and prepared for oursal. It proposity will be removed to Tarrytown to-day.

THOSE WHO WERE INJURED.

THOSE WHO WERE INJURED.

It was believed that several persons who were escued from the Riverdale, and who went away without making any complaints, received sligh injuries. Following is a list of those persons whose

injuries. Following is a list of those persons whose injuries were serious:

LEY.MS, GEORGE A., one o' the firemen on the Riverdace, lies in a critical condition at St. Viacent's Hospital. He is seriously burned, and little hope is entertained of his recovery, Dr. Benddet, Lie house surg.on, fearing he will die from shock. He was picked up in an examisted and sinking condition by the tug-hoat J. T. Hamil. It was not known at the aospital where he lived.

FANNISG, PETER, a boat-hand, living at Harrison and Grecawich six, was at work on the lower dock near the siern of the streamer when the explosion took

Greenwise sta, was at work on the lower deck near the stern of the steamer when the explosion took place. The concussion threw him for the moment from his feet. When he recovered he saw the passengers running to the side of the boat and followed them. The Marshall presently came along side and took them all on board. Fanning is twenty nine years old, of Irish brith and almost see as years in New-York. He is severely burned on the face and the left hand. About 7 a'clock he went to the Chambers Street Hospital, where his wounds were dressed.

REVER, HOWELL, hving in Brooklyn, was badly injured, and fours are entertained as to his recovery.

wounds were dressed.

Gardner, Howett, hving in Brooklyn, was badly injured, and fears are easertained as to his recovery. His face and body are badly burned, as he was exposed to the escaping sceam and boding water just after the explosion, being near the engine-room at the time. Mrs. Gardner was sent for by the officials at the New-York Hospital when the extent of her husband's lightles became known.

HINNEY, WILLIAM H., an oller, was in the engine-room at the time of the explosion, and escaped with some rather severe burns about the face and cot from the rush of scaloing water and escaping steam. He lives at No. 127 Variek-4.

MCGEE, Nitlson, the phot of the Riverdale, was as his post wen the plot house was blown into the air. He escaped death, but received severe internal injuries and bruses about the body. Deek hands on the tagbout Marshall rescued him and ne was put ashore at the foot of Twenty-second-st. He went immediately to his home in Haverstraw. Later in the atternoon his brother, william McGee, a Washington, Market outcaer, woo dives in West Holoscon, ap-

Market outezer, wan ityes in West itosoksu, a peared at the secne of the disaster and made anxio-inquiries. He was much relieved when he heard the pilot's escape. John, an Italian and mate of the Rose lale, re call, John, an italian and state of the Rose far, re-coved a fracture of the thiga, and is now at the New-York Hospital. He was suffering somewhat from the shock last evening, and perfect rest and quiet were enjoined by the poyacism in charge. A telegram announcing the accident was sent toMrs. Solair, at Haverstraw.

EAGERLY AWAITING NEWS AT NYACK.

IBY TELEGRAPH TO THE TRIBUNE. NYACK, Aug. 28.—There is much excitement at Nyack on account of the Riverdate explosion, but no a resident, with the cheering news that no person from Nyack had been injured. There had been a was ready to take passengers for Coney Island when large crowd in waiting at the hotel anxious the drumhead of the steamchest was blown off. The

seature, but when we have got our site we shall be able A RIVER STEAMER BLOWN UP. | Thirty-seventh-st. The pole of the hack hit the for news. Thereupon all dispersed to their homes. boy in the chest and knowled him out of the way of Cartain South Haverstraw mer. as he stays at Haverstraw where his boatlies up. Engineer Toulman formerly lived here and has a sister in this viliage. All speak of him as a steady, sober man and a good engineer The agent here says he knows no reason why the boiler should explode, as it was pearly new. Pilot McGee's mother and sisted live about three miles from the landing, and were in a state of alarm about the pilot until neighbors brought them word that he was not killed.

WILD RUMORS IN YONKERS.

EXAGGERATED REPORTS CIRCULATED-SEVERAL CITIZENS INJURED. Intelligence of the disaster was slow in reaching

Yonkers. A few telegraphic dispatches were received by private friends of persons on board the Riverdale, but the town was not generally acquainted with the fact of the explosion until after the arrival of the Chrystenah about 5 o'clock. Even then the information that was spread was of an exceedingly scanty kind, and the wildest rumors were affoat all the afternoon and evening. One of the local newspapers, The Democrat, issued an "extra" in the shape of a handbill, printed in red and with an amusing mixture of types, in which the accident was briefly chronicled After stating that the boiler of the Riverdale had exploded on the up trip opposite Sixteenth-st., and that the steamer had sunk, the "extra" gave the names of Joseph M. Tompkins and Joseph Tobin as being among everal Youkers people who were severely injured Naturally the intelligence created great excitement in the village. A number of persons who had relatives in this city who were expecting to return to Yonkers by the evening boats at once hurried to the station and took the first train for New-York. Others went to the wharf and in excited tone canvassed the few facts that were current until th arrival of the Chrystenah. Then the full extent of the injuries suffered by inhabitants of the town became known. Fifteen or twenty Yonkers people, who had been passengers on the Riverdale, were landed by the Chrystenah, along with

much larger contingent, who were regular passengers on the Chrystenah. The latter boat enjoyed a much larger popularity and patronage than the wrecked one, partly because her time-table was adjusted to the greater convenience of Yonkers people, and partly because she was newer and faster. The bulk of the patronagof both boats from Yonkers was derived fro women and children, the majority of the men in town actively engaged in business in this city mak-ing use of the Hudson River and New-York City and ing use of the Hudson Erver and New-York City an Northern Railways. A burried canva-s among the Chrystenah's pa are the following:

A burried canva-s among the Chrystenah's passengers put the apprehensions of the people of Yonkers at rest on the question of a possible loss of life. Only one person, a son o John Kowland, madeinquiries in vain. Mr. Rowland did not return on the Chrystenah, but the fact did not cause great alarm. Not a name of a citizen of Yonkers was reported to the police of at the office of the steamboat line, as missing and unaccounted for. Seven persons, at meeof Yonkers was reported to the police or at the office of the steamboat line, as missing and unaccounted for. Seven persons, an men, who had suffered injuries of creater or less extent, were taken away from the whart in carriages after the arrival of the Chrystenah. They were ex-Alderman Joseph M. Tompkins, James Tobin, R. W. Van Pest, Charles Caivert, John Sherwood, J. P. R. Wells and Auson B. Hoyt, Joseph M. Tompkins and James Tobin were both sitting in the cabin of the Riverdale at the time of the explosion and were struck by a pertion of a partition that was hurled against them. Mr Tompkins was severely bruised about the right shoulder and arm and Mr. Tobin, who is a dealer in a small way in cancies and fruits and has a wooden leg, was struck in the back. Both of the men were carried to their homes to carriages. R. W. Van Pelt is the superintendent of the Westchester Gas Light Company, and the Yonkers Fuel Gas Company. He jumped overboard as soon as he saw the explosion and was poked up after struggling some time in the water by men in a small boat. He suffered a severe nervous shock and last night was unable to leave his home. Charies Calvert is a young merchant of Yonkers, He also jumped Calvert is a young Yonkers, He also j Charies chant of overboard chant of Yonkers. He also jumped overboard a moment after the first catastrophe, Some one on board the wreck threw him a rope, by which he attempted to keep his head out of the water. The rope was not fastened at the other end, however, and he pulled the whole length of it into the water. He then managed to reach a piece of floating timber, and after sinking once and almost surrendering himself to the fare that seemed ost surrendering himself to

imminent, he was drawn into a boat.

John Sherwood, a carpenter, was in the forward part of the boat. Seeing that the hull would sink after the explosion, he climbed the flagstaff in the bow, and cling to the peak until thrown into the water by the sudden inreliforward which the beat made in sinking. After he was nurled into the river he grasped a portion of the pilot house and clung to it until saved by men in a row-boat. J. P. R. Wells is an elderly gentleman who, tho

saved without special adventure, suffered so severe a nervous shock that last night he was completely prostrated and it was even leared that he would die. Mr. Hoyt was slightly scalled that he would die. Mr. Hoyt was slightly scaled by the escaping steam.
Supervisor Jacob Read, who was also on hoard, escaped without injury and did good service on board the wrecs by restraining a number of panic-stricken women who wished to throw themselves into the water. Hearing the signals for help, he encouraged them with promises of speedy help, and undoubtedly in this manner saved several fives.

THE VESSEL IN GOOD CONDITION. David D. Dey, Inspector of Huils, who with Alexander Cauldwell, Inspector of Boilers, made an official examination of the Riverdale in June, said last night that the vessel was in firstclass condition when he inspected her. "The cause

of the explosion may never be known," Captain Dev said, "but practical steambout men will not have any doubt as to what it was. I am a sure of the cause as if I had been in the engine-room at the time. By some means the water in the boiler was much less than the engineer supposed and in consequence there was some red-hot surface. When fresh water was brought into contact with it, there was the inevitable result. Under these circumstances it isn't a question of strength, for his is a power that upheaves mountains, the water in the boiler should have been so greatly reduced without the knowledge of the engineer, of course I cannot say. The water-gauge is not an infallible index; it may have become clogged, or it is ossible even that for some reason it had been turned off without the engineer knowing it. The engineer certainly was deceived about the water in the boiler. No one familiar with steamboats will entertain the slightest doubt about the cause of the

explosion. "As to the condition of the vessel, I can speak with great confidence. I remember the inspection well, for it happened that, having finished my own part of the work, I looked on while Mr. Canidwell was completing his. I know that he made an exceedingly thorough and careful examination of the boilers in every part. We came out the boat together when he was through, and he spoke in high terms of them. The liver-laie was then in excellent condition throughout. She is an old boat in point of years, but has been subtantially rebuilt, I think, twice. Her boilers were comparatively new, although I do not remember now when they were put in. It is the custom to test boilers to one-third more pressure than that allowed, and then the saiety-valve is fixed at the lower point. It the pressure of steam had been greater than that allowed, the blowing of the safety valve would have warned every one on board, but there would have been then a wide margin of safety before an explosion could have as the safety well as a safety before an explosion could have as the safety we are as a safety before an explosion could have as the safety before an explosion could be safety before an explosion of the safety safety the safety before an explosion of the safety safety the safety before an explosion of the safety safety safety saf remember the inspection well, for of safety before an explosion could have occurred. No, I am absolutely certain—as sure as I can be of anything—that my explanation of the explosion is correct. I have been in several accidents of the kind during my life time and I cannot be deceived in this matter."

STYLE AND EQUIPMENT OF THE BOAT. The Riverdate was rebuilt in 1879, the

keel of the original boat being then about thirty years old, she was first called the Peter G. Coffin; her name was afterward changed to Alexis and then to Riverdale. Suc was one of three boats plyls, between New-York, York-ers, Nyack, Sing Sing and Dobbs Ferry, her sister boats being the Chrystenah and Raleigh. An explosion on curred on the Riverdale on August 8, 1882, while the vessel was lying at the foot of West Twenty-fifth-st. She was then making regular trips up the Hodson River on week days and was carrying excursion parties to Coney Island on Sundays. She

accident did not cause much damage to the boat, and repairs were made so quickly that she continued her

regular trips on the following day.

The last official inspection of the boat was made by Assistant Inspector of Hulls D. P. Dey and Assistant Inspector of Botlers Alex. Cauldwell on June 21, 1883. cy gave her a certificate for one year from that date. It gives the names of the late Captain A. M. C. Smith as owner of the vessel and J. P. Smith as master. It states that the vessel was built at Jersey City in 1871, that her hull is constructed of wood and that she is of 432 92-100 gross, and 318 21-100 net, tonnage. She was rebuilt in 1879. The certificate allowed her to carry 600 passengers. She was manned by a crew of sixteen, and had besides a master. mate, pilot and engineer. The boat was pro-vided with one engine of forty inches diameter of cylinder, and ten feet stroke of piston, and two boilers twenty-four feet in length and six and a half feet in diameter, made of fron in the year 1879, and was allowed a pressure of forty pounds to the square inch. The steamer was permitted to ply in the waters of the North and East rivers and the harbor of New-York for

The certificate recites that the vessel has five life boats, one being metallic and four wooden; one life raft, 616 life preservers, three pieces of hose 250 feet in length in all, two hand fire pumps, thirty fire buckets, three water barrels, and six axes. She had two permanent stairways leading from the main to the upper deck. The three safety valves had the safety valve deck. The three safety valves had the safety valve weights adjusted at forty pounds. There were six gauge cocks, two low-water cocks and two fusible piogs. The boilers were built by Fietcher, Harrison & Co. They were one-quarter of an inch in thickness, and their tensile strength was 50,000 pounds. The number of flues in them was twenty-two. The longitudinal seams of the boilers were double riveted. The two feedpumps for the boilers were four inches by four in bore and forty-eight inches in stroke. There was one double acting steam pump. The Riverdale had no waterright buikhends. The assistant inspectors above named swore to the certificate of inspection before Inspector of Hulls Samuel G. Fairchild and Inspector of Boilers John K. Matthews, on July 7 last.

The Rivertale was commanded by Captain John P. Smith, of Ny-ck, and the crew consisted of the engineer in charge, Daniel Toliman; Nelson McGee, pilot; Nicholas St. Pierre, mate; two firemen, a steward and siewardess, a cook, and five decknands. Rivermen who know the vessel weil place her value at between \$40,000 and \$50,000. Owing to the absence of both owners and managers from the city nothing could be learned about the insurance of there is any) on the boat.

THE RECORD OF OTHER DISASTERS. There have been many disastrous explosions botlers,on river steamboats. One of the most horrible catastrophies of this character was the explosion of the boiler of the Staten Island ferry-boat Westfield on July 30, 1871, when sixty-two persons lost then lives and 123 were more or less injured. Upon the inquest there were serious tions upon the company for employ-ing as engineer a colored man who was said to have no mechanical ability and to be est wholly unacquainted with boiler construcand of the causes which might lead to their explosion Among other disasters caused by explosions of boilers

are the bollowing;
The Missisaippi steamboat Louisiana exploded her
boilers at New-Orleans in November, 1849, and more than a hundred persons were killed.

The steamooat Reindeer exploded her boilers on the Huison River, September 4, 1852, when seven persons were killed and thirty more or less injured by scalding The steamboat New World, running between New York and Albany, exploded her boilers on July 1, 1853 killing six persons.

The stoamer Bay state had an explosion of her boiler

on Long Island Sound in September, 1853, when several lives were lost.

The next boiler explosion which occurred on Long

Island Sound was tent of the steamer Empire State, in July, 1856, which caused the loss of lives of several The Mississippi River steamer Princess exploded her

oilers above New-Orleans on March I, 1859, and more than 200 lives were lost.

than 200 leves were lost.

The St. Nicholas was the next Mississippi
River steamer to meet with a similar disaster. Her
boders exploded in April, 1559, when she was above
New-Oreans, causing a great loss of life.

The steamer Magenta on March 23, 1878, while on her

Twelve lives were lost and twenty-two persons were injured by the boller explosion on the steamboat Adelphi, near south Norwaig, Conn., on September 29, 1879. The steamboat Gold Dust exploded her boiler on the

lississippi River August 7, 1882, and seventeen per ons were killed.

Among other river and sea disasters in the past few

Among other river and sea disasters in the past few years were the following:

The English excursion steamer Princess Alice was sunk by collision in the Traumes River on september 4.

1878, when more than six hundred lives were lost.

The Sound steamer Seawarhaka was burnel in the East River, above Blackwell's Island, on June 28, 1880, and more than tairty lives were lost.

The Sound steamer Narraganest was sunk by collision with the at-amer Stonington of the same line, at the mouth of the Connection River, on June 11, when forty-eight lives were lost.

INQUEST IN THE CASE OF MISS LEWIS.

MRS. FUELONG DECLARED GUILTY OF CRIMINAL MALPRACTICE-OTHER PRISONERS DISCHARGED.

Coroner Dovie, of the Second District of Kings County, held the in quest last evening in the case of Miss Charlty Lewis, who called herself Van Gilder, who died on Saturday at No. 841 Monroe-st., Brocklyn, from criminal malpractice, alleged to have be performed by Mrs. Caroline Furlong, Owing to the number of persons present at Ninth Sub-Precinct Police Station in Broadway. the examination of the case was adjourned to the Third District Police Court, at Gares and Reid aves., Brooklyn Dr. S. B. Doty, Mrs. Furlong, Miss Tillie Hawthorne and Walter Bennett, who were arrested for alding and abetting the malpractice, were present.

The court-room was crowded with spectators. Upon the jury were five physicians. The first witness was Dr. S. B. Childs, of No. 498 Claon-ave., who testified that he was called to see Miss Lewis on August 15, and that he her suffering from metro-peritonitis. He was called to see her by Miss Haw horne, who said that Miss Lewis had used medicine and an instrument for a certain purpose. Miss Lewis died in his opinion from inflammation from metre-peritonitis, resulting from the use of medi-cine and a catheter. As he knew all the facts in the case e did not think it necessary to inform the Coroner an have an ante-mortem statement taken, although he thought the dead woman would die the day before she did. Dr. Nelson B. Sizer, of No. 336 Greene-ave, who was called to consult with Dr. Childs the day before Miss Lewis died, testified to the condition of the patient, her temperature was 107½ degrees and a phise of 200 a minute. A bottle in which had been medicine taken by Miss Lewis was found in the room. It had contained cotton root, an abortive medicine. Her death occurred from metro-peritonitis, resulting from the use of an instrument.

Mrs. Rebecca Clayton, with whom Miss Lewis boarded, at No. 841 Monroe-st., was next put upon the witness stand. The important part of her evidence was that Miss Lewis told her she had done wrong, and that Waiter Bennett was her betrayer. He advised her not to have anything done and not to take any medicine. As she insisted on it he tod her to go to Dr. Doty.

Miss Thile Hawthorne, who is under arrest as particeps crumins, was called as a witness, but her counsel stated that she retused to be sworn.

Dr. Joseph Creamer testified to the circumstances of the autopsy upon the body of Miss Lewis. The cause of death was metro-peritonitis, resulting from injury.

The jury brought in a verdict coarging Mrs. Furlong with crimian imalpraetice, and she was held for trial. The other prisoners were released.

Dr. A. R. Jarrett, of No. 435 Gates-ave. Dr. Nelson B. Sizer, of No. 336 Greene-ave., who was

with eriminal malpractice, and she was held for trial. The other prisoners were released.

Dr. A. R. Jarrest, of No. 435 Gates-ave., said yesterday that a few months ago no attender a woman whose life was in great danger, after treatment by Mrs. Furlong. His patient told him that many women went to Mrs. Farlong, who had friends among prominent officials of Brookiyn. Sue had considerable property, but she lived quietly so as not to attract attention.

WANTING UNIFORM FREIGHT RATES.

CHICAGO, Aug. 28.-About a week ago nerchants of this city appointed a committee to draft a onstitution for an organization to be known as the Chicago Freight Bureau." The constitution submitted provides for a general manager and a president, the former to be a salaried officer. The organization is formed for the purpose of obtaining for its members uniform freight rates to all points. About all of the large wholesale and manufacturing interests in Chicago are

members.

The prime movers in organizing the bureau are said to be the well-known houses of Marshall, Fleid & Co., John V. Farweil & Co., and Franklin MacVeagh & Co. It is claimed that the railroads have been discriminating in favor of certain suppers, and that this bureau will hereafter render such discrimination impossible.

TRANSATLANTIC TRAVELLERS. Among the passengers who arrived on the

steamship Hammonia from Hamburg yesterday were B. Leone, Wallace Johnson, Dr. Carl Gutschow, Captain James Johnson and family, August Herzog, Dr. Henry Murcater, Moses Mayer, and T. F. Kruger. The Silesia brought from Hamburg Dr. and Mrs. G. W. Wahl, Professor and Mrs. H. J. Smith. A. E.

Phillips, and Dr. Martin Praussnitz.

Among the passengers on the Galila from Liverpool were Colonel R. Baring, Senor Don J. M. Bermijillo, Dr. D. G. Bodkin, Vernon H. Brown, Francis W. Buxton, M. P., Austin Corbin, jr.; W. Bourke Cockran, Horace

Davy, Q. C., M. P.; Frederick Dexter, Henry Edwards, M. P.; Albert Grey, M. P.; Bir Lepel H. Griffin, Sir W. B. Gordon, K. C. B.; Major-General Rutchinson, R. E. S. F. D. S. Jenkins, Mr. and Mrs. H. F. Malcolmson, Dr. Mandsley, Louis Marx, His Excellency C. Medius, Guatemalan Minister, Mascel Pesco, the Lev. A. F. ter, Mr. and Mrs. Nathan Strauss, Str Syderlow, Bart., M. P., and Lafy Waterlow.

MIDNIGHT WEATHER REPORT.

GOVERNMENT INDICATIONS.

Synopeis for the past twenty-four hours. WASHINGTON, Aug. 29-1 a. m.-North to east winds prevail in New-England, the Middle, South Atlantic and Gulf States and Lower Lake region; northerly winds in Tennessee, the Ohio Valley, Upper Lake region and Upper Mississippi Valley, and east to south winds in the Missouri Valley. Local rains have falled in Tennessee, the Ohio Valley and Lake region, followed in the western portion of the last named district by clearing weather.

Indications for to-day.

For the Middle Atlantic States, partly cloudy weather and local rains, easterly winds becoming variable and finally shifting to northwesterly, stationary or lower barometer and temperature. barometer and temperature.

For New-England, partly cloudy weather and local rains, east to south winds, falling barometer, nearly

rains, east to south winds, failing barometer, nearly stationary temperature.

For the South Ariantic States, partly cloudy weather and local rains, northwesterly winds becoming variable, stationary or lower barometer and temperature.

For the Lower Lake region, fair weather preceded by light local rains in the eastern portion, rising barometer, northerly winds, stationary or lower temperature. For the Upper Lake region, fair weather, northeasterly winds, rising followed by failing barometer, stationary or a slight fall in temperature.

For the Upper Mississippi Vailey, fair weather, east winds, stationary or lower barometer and temperature.

Indications for to-morrows.

Indications for to-morrow. Local rains are indicated in New-England on Wednes-day evening and Thursday morning, with stationary or a slight rise in temperature. Eair weather in the Mid-dle Atlantic States on Toursday, preceded on Wednes-day by local rains with stationary temperature. Fair weather in Tennessee, the Onio Valley and Lake region

TRIBUNE LOCAL OBSERVATIONS. HOURS: Morning. Night. 1 2 3 4 5 6 7 8 9 10 12 1 2 3 4 5 6 7 8 9 10 11 rne diagram shows the barometrical variations in this city by tentas of inches. The perpendicular lines give divisions of time for the 54 hours preceding midnight. The irregular white line represents the sale of the form of the first hours bear. The brokes price of line represents the variations in temperature, as indicated by the thermometer at Musture Primaracy, 202 Broadway.

TRIBUNE OFFICE, Aug. 29-1 a. m.-During the clear weather of yesterday the movement in the barometer was downward. The temperature ranged between 60° and 76°, the average (671go, being 14° lower than on the corresponding day last year and 10° lower than on Mon-day.

Clear or fair weather, with chances of rain, may be expected to-day in this city and vicinity.

30

TRANSFER OF CATHOLIC PRIESTS.

The Rev. George T. Donlin, for some time anassistant priest to the Rev. Dr. Henry A. Braun, at St. Ettanbeth's Roman Catholic Church a. Fort Washington, has been transferred by Cardinal McCloskey to St. Patrick's Church (the old Cathedral), at Mott and Prince sts. The Cardinal has also transferred the Rev. P. E. McCorry from St. Jerome's Church, at Alexander.ave. and One-handred-and-thirty-seventia-st., in Mott Haven, to St. Enzabeth's Church, at Fort Washington, to fill the vacancy esused by Father Donlin's removal to the old Catheoral.

THE SOURCE OF RABIES .- According to experiments lately described in the Comptes Rendus, it is sown that inoculation with the slaver from the mouth of a mad dog, after filtration through plaster, does not reproduce the disease, but if the substance retained on the plaster be used, hydropaobia is the result. These experiments also demonstrate the peculiar fact that, if the secretions of the animal which together form the slaver be separated, they dider in their action. In proof of this, it appears that inoculation with muens from the respiratory passages of a mail dog will reproduce the disease—but it the secretion of the salivary glands along be used, it is mert in this respect, although it may cause death by settling up local suppuration. Investigations of the source and phenomena of rabies have not heretofore taken this direction, and the results here presented are of much importance.

STEAMSHIP ARRIVALS.—The steamships Wisconsin, of the Guion line, from Liverpool, and Ethiopia, of the Anchor line, from Giasgow, arrived at an early hour this

Give ready attention and prompt treatment to all affections of the boweis, diarrhoes, cholera morbus, dysentery, etc. Dr. Jayne's Carminative Balsam affords immediate relief and speedily cures these com-

Refreshing Lundborg's thenian Cologna,

Reputation of a Wine.

Dropsical and Rhemmarie persons flud the use of Spec's Port Grape Wine, of New-Jersey, of inca entable benefit. It a purity and valuable properties have given it a wide reputation among payaleman throughout this contary and Europe. It is e celeon for debilitated females, and used by the best families in New-York and washington as an evening family wine. For saie by druggists and grocers.

MARRIED.

Mass., August 22, orge S, Ely and Su le, PLV\_SCOPIELD-AL ELY.—SCOFFELD—At Westnampton, Maiss., August 1883, by the Rev. W. C. Scoliedt, George S. Ely and Su le, youngest daughter of the officiating elergyman. MOSS—BLACK HE—At St. John's Church, Prescott, Canada, 23d August, by the Rev. William Lewin, M. A., Henry Edward Mosa, of Passach, N. J., to Juliet Sheridan, daughter of the late John Blackie, esq., C. E., of Montreal.

DIED. BALDWIN-In Middletown, on the 26th inst., Hannah A., whlow of James G. Baldwin, and daughter or the late Henry W. Sill, of this city.

W. Sill, of this city.

HUGHES—At the Grand Union Hotel, Saratoga Springs, on
August 27, Charles P. Hughes, son of George it, and Graco
P. Hughes.

Relatives and friends are invited to attend the funeral at the
Berkeley, No. 20 5th ave., on Thursday morning at 10

Mindly omit flowers.

Miles—On Monday, the 27th inst., Mrs. Mary Miles, of New York.

Funeral services from her late residence, Beach-st. and Embury-ave. Ocean Grove, on Tuestay evening.

Interment at Greenwood, Wednesday morning, on arrival of train at P. Rit. Depot at 11 s. m.

Please omit flowers.

RANSOM-Sarah E. Morgan, wife of Rastus S. Ransom, of East Orango, N. J. Funeral private. Interment at Rosedale Cemetery, Orango, N. J.

N. J.
UNDERGILL—At Oyster Bay on Sunday, August 26, Eliza, widow of Benjamin T.Undevhill, in the 91st year of her ago. Belatives and fronds are invited to attend the fanoral services at thrist Church, Oyster Bay, on Wednesday, 29th inst., at 11 a. m.
Carriages will be at Syosset on the arrival of the 9 a. m. train from Long Island city.

Political Notices.

XIth Assembly District Republican Association. See XIII AND AUGUST 29, 1883, 8 p. 662.
ctal meeting August 29, 1883, 8 p. 662.
ctal meeting August to constitution.
C. A. PEABODY, Jr., President.

Special meeting of the XXIId Assembly District Republican Association will be held at 202 East 77th-st., on August 29, at 8 p. n., for the purpose of recommending to the Contral Committee an amendment to section XI. of the constitution JOHN NICKINSON, Secretary.

Special Notices.

Artistic Memorinis.

The NEW-ENGLAND GRANITE WORKS, Hactford, Conn. Quarries and Workshops, Westoriv, R. I.

Fine monutement and building work in Granite. Drawings and estimates invalated without charge. Correspondence solicated. v. Y. Onico, 1,321 B way. C. W. CANFIELD, Agu

Home Made Preserves.
NY JELLY, SPICED AND CANNED Home Made Preserves.

PURE CURRANT JELLY, SPICED AND CANNER FRUITS, JAMS, JELLIES, PICKLES, &c.

Housekeepers can get the above acticles made from old fashioned nome receipts, and warranted nates of social forders to SARAH S. MCELRAFH.

Goods stored until fail: circulars with references and prices sent on application.

Piles Permanently Eradicated in 1 to 3 wocks, without and, ng Mars or cassite, Sen Hos circular containing references. Dr. HOY 1, 33 West 276-35.

Post Office Notice. Foreign mails for the week ending September 1 will close at this office as follows:

Foreign mails for the week change expensions: which solice as follows:
WEDNESDAY—At 12 m, for France direct, per Ss. Labrador, via Havre; at 13 m, for Ireland, per Ss. Sevinia, via Queenstowa (letters for Great Britain and other European countries must be directed "per Seythia"); at 12 m, for Europe per Ss. Ethe, via Sudhambion and France (letters for Ireland and France must be directed "per Eibo"); at 2 p m, for the Netherlands direct, per Ss. W. A. Scholard, and Sevinia at 2 p m, for the Netherlands direct, per Ss. W. A. Scholard, and Sevinia and St. Amsterdam.

Europe, pet 38. Elbe, via 8 outhamnton and Leenen (letters for Ireland and France must be directed "per Elbo"); at 2 p. m. for the Netherlands direct, per 88. W. A. Scholten, via Amsterdam.

THURSDAY—At 11 a. m. for Germany, France, &c., per 88. Shevia, via Piymonth, Cherbourg and Hamburg letters for Great Britain and other European comattee must be directed "per Suevia"; at 12 m. for Europe, per 88. Coltex via Queenstown; at 130 p. m. for Cmba, Porto Rice and Mexico, per 88. City of Alexandria, via Havana; at 2 p. m. for Newfoundiand, per 88. a.m. for Scholten and Francisco, for which point postage must be fully propaid at U. 8. raies), per 88. Aiva.

8ATURDAY—At 3 a. m. for scotland direct, per 88. Ethiopia, via Glasgow; at 8 a.m. for the Windward Islands, per 88. via Glasgow; at 8 a.m. for Contral America, the Santh Pacute Ports and the West Conso of Maxico, per 88. Acceptation, via Asumwall; at 11 a. m. for Germany, dor per 88. Also, per 88. Also, via Southampton and Bremen (belless directed Britain and other European countries as City of Montreal Via China and Japan, per 8. City of Peking, via San Francisco, close here August 28 at 7 p. m. Mails for China and Japan, per 88. City of Peking, via San Francisco, close here August 28 at 7 p. m. Mails for China and Japan, per 88. The Maxico, per 89. tity of New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file New York, via San Francisco, close here September 15 at 7 p. file

\*The schedule of closing of trans-Pacific mails is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the Mast arriving ON TIME 38 San Francisco on the day of salling of steamers are dispatched thence the same day.

persons are known to be missing who were on the Willie Towne, age fourteen, of West Thirty-ninthsteamer. At the Rockland County Hotel a dispatch st., was knocked down by a back while standing had been received late this evening from